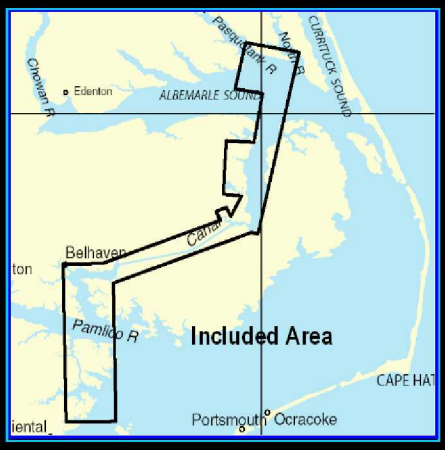
BookletChart™

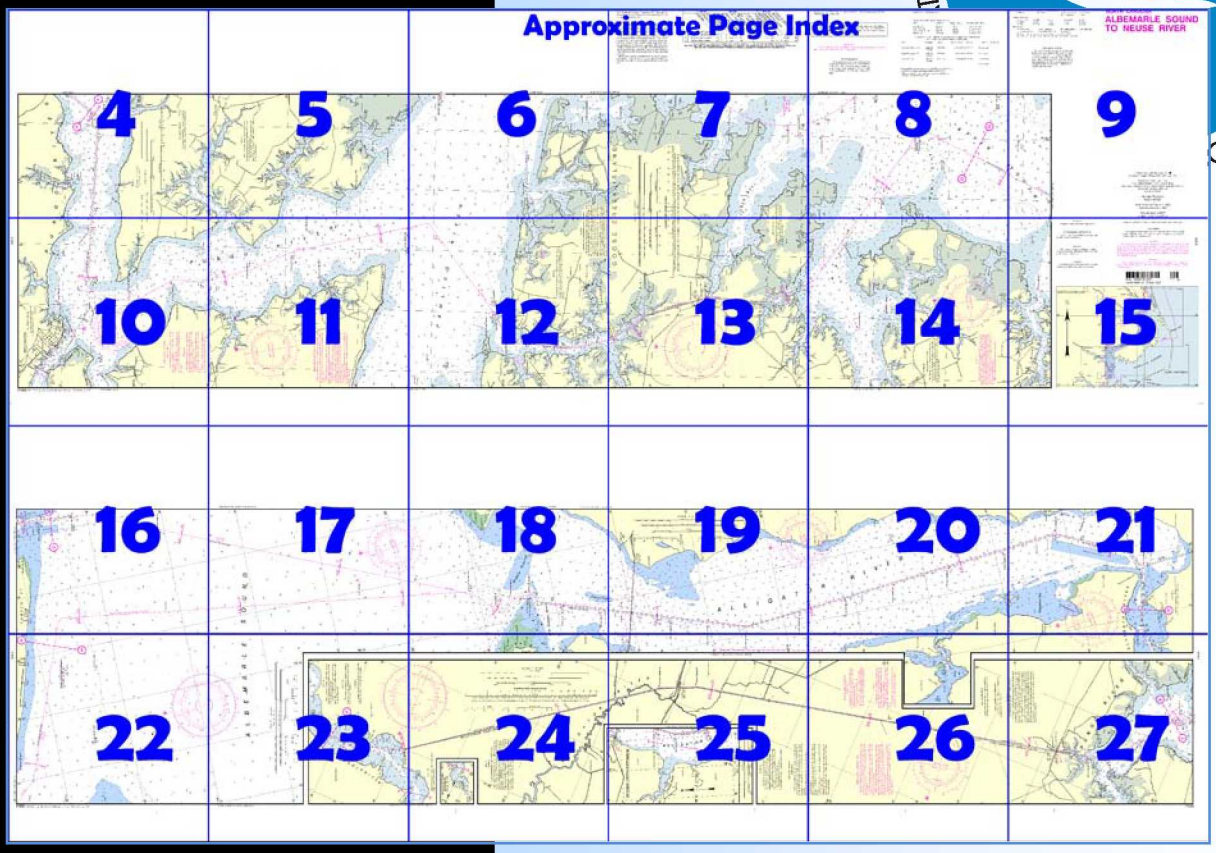
ICW - Albermarle Sound to Neuse River

(NOAA Chart 11553)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

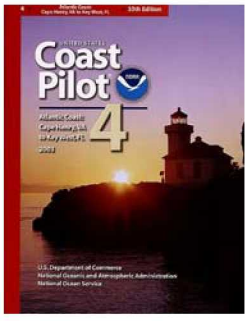
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 4 excerpts]

(105) **Albemarle Sound**. The sound has good navigable depths for any vessel able to pass through the canals and, with its numerous tributaries, forms the approach to many towns and landings.

(106) There are depths of 10 to 18 feet along the routes from North River and Pasquotank River to Croatan Sound and Alligator River, and less water farther eastward. Fish stakes and nets, extending long distances from shore are found on the shoals, especially at the northern entrance to Croatan Sound. The shores of Albemarle Sound are low and generally wooded; there are no prominent natural features.

(107) A naval aircraft bombardment **target area** is on the south side of Albemarle Sound west of the entrance to Alligator River.

(108) The eastern end of Albemarle Sound, which is separated from the Atlantic Ocean by the barrier beach 15 miles north of Bodie Island Light, is connected northward with Currituck Sound and southward with Croatan and Roanoke Sounds.

(156) **Alligator River** is on the south side of Albemarle Sound directly opposite Pasquotank River. For 18 miles above the mouth Alligator River has a southerly direction, is 2 to 3 miles wide, and has general depths of 8 to 11 feet. Above this, the river has a further length of about 24 miles, is narrow and crooked, but had a depth of 8 feet to **Cherry Ridge Landing;** the upper part, however, is too narrow to turn in.

(157) Good anchorages in depths of about 6 to 8 feet are reported in **Milltail Creek, Whipping Creek,** and **Swan Creek,** which make into the east side of Alligator River 10 miles, 19 miles, and 20 miles above its mouth. Mariners should take care to avoid stumps along the banks of these creeks.

(158) The entrance to Alligator River is full of shoals, but the channel of the Intracoastal Waterway has been dredged through the shoals and along the entire length of the wider part of the river. Numerous fish stakes are reported to exist on the east side of the river extending about 0.5 mile offshore.

(159) On the eastern side of Alligator River and above the mouth is the entrance to **East Lake** and **South Lake** that had depths of 6 feet. **East Lake** is on the east side of Alligator River, 4 miles above the mouth. U.S. Route 64 highway bridge crossing the river at East Lake has a clearance of 14 feet. VHF-FM channel 16 and 13 are monitored at the bridge.

(160) **Little Alligator River**. The narrow, crooked channel of Little Alligator River had a depth of 4 feet to the head of the river, 6 miles above the mouth. The river is reported to be a good anchorage for boats drawing 3 feet or less.

(198) **Pungo River**. The channel through the lower 15 miles of the river is well marked by lights and daybeacons. Above the Intracoastal Waterway, the river narrows. The depth in this section of the river was 5 feet to **Leechville**. The Route 264 bridge at Leechville has a clearance of 7 feet. Tributaries to the Pungo River include several navigable creeks. The most important are Wright, Slade, Pungo, Pantego, and Wilkerson, which empty into the northeast end of the river. The Intracoastal Waterway follows Pungo River from Wilkerson Creek to and across Pamlico River.

(199) **Wright Creek** is entered from deep water in Pungo River through a dredged channel that leads to a turning basin at the head of **North Prong,** 1.1 miles above the entrance. The channel had a depth of 8 feet; thence a depth of 4 feet in the basin. The channel is marked by lights, daybeacons, and a buoy.

(200) Two small marinas are on North Prong. Berths with electricity, diesel fuel, marine supplies, gasoline, and launching ramps are available.

(201) **Slade Creek** had depths of 4 feet or more. A pile was reported in the creek entrance about 0.2 mile NNW of July Point. An unmarked fish haven is about 1 mile northwest of the creek entrance.

(202) **Pungo Creek**. A highway bridge, 2.5 miles above the mouth of the creek, has a clearance of 8 feet. The creek had depths of 7 feet or more to the bridge and thence 5 feet for 2 miles. A light and a daybeacon mark the entrance to the creek.

(203) **Pantego Creek**. Timber breakwaters, in fair condition, extend from both shores of the entrance. The outer ends of the breakwaters are marked by lights.

(204) A dredged channel leads from Pungo River through the breakwaters and to the basin at Belhaven below State Route 92 highway bridge. The depth to the basin was 8.9 feet. Above the dredged channel there were depths of 7 feet for 1 mile above the bridge, thence 4 feet to the highway bridge at the town of **Pantego;** lights and daybeacons mark the dredged channel. Route 92 bridge at Belhaven has a clearance of 13 feet.

(205) **Belhaven** has an excellent harbor for small craft. Marine supplies can be obtained in the town, and hotel accommodations are available.

(206) Berthage, electricity, gasoline, diesel fuel, water, ice, and marine supplies can be obtained at the small-craft facilities on the north side of the creek at Belhaven, just inside of the breakwater. A launching ramp is also available.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

TIDAL INFORMATION

In the areas covered by this chart the periodic tide has a mean range of less than one half foot.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

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Consult U.S. Coast Pilot 4 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.595" northward and 1.269" eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Rocky Mount Power Squadron, District 27, United States Power Squadrons, in continually providing essential information for revising this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——•——
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

Corrected through NM Aug. 5/06, LNM Aug. 1/06

Corrected through NM Aug. 5/06, LNM Aug. 1/06

Corrected through NM Aug. 5/06, LNM Aug. 1/06

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, Virginia to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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35° 4'

NOTE C

CAUTION

ALLIGATOR RIVER-PUNGO RIVER CANAL

Both sides of the canal are foul with debris, snags, submerged stumps, and continuous bank erosion is caused by passing boats and tows. Corps of Engineers controlling dimensions, published in the U.S. Coast Guard Local Notices to Mariners, are generally for less than the 90-foot project width; consequently, navigation near mid-channel is recommended unless otherwise specified in the U.S. Coast Guard Local Notices to Mariners. Mariners are advised to exercise extreme caution when navigating the canal.

NOTE B

Numerous fish traps and stakes have been reported in the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

INTRACOASTAL WATERWAY
Project Depths
12 feet Norfolk, VA to Fort Pierce, FL via Route 1.
9 feet Norfolk to Albemarle Sound via Route 2, Great Dismal Swamp Canal.
10 feet Fort Pierce, FL to Miami, FL.
7 feet Miami, FL to Cross Bank, Florida Bay.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——•——
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX-5th Coast Guard District, Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004, Tel. 804-398-6208 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

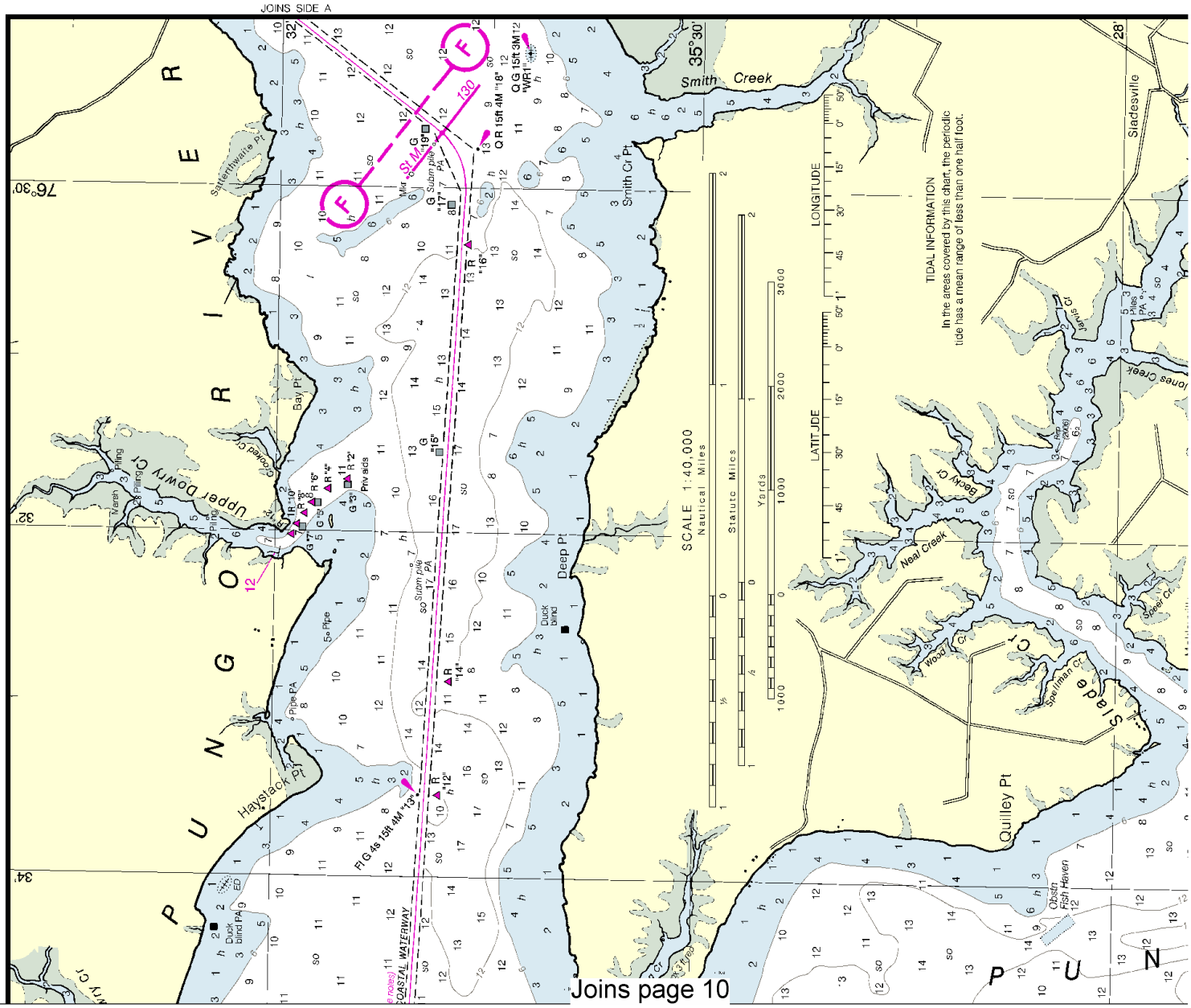
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



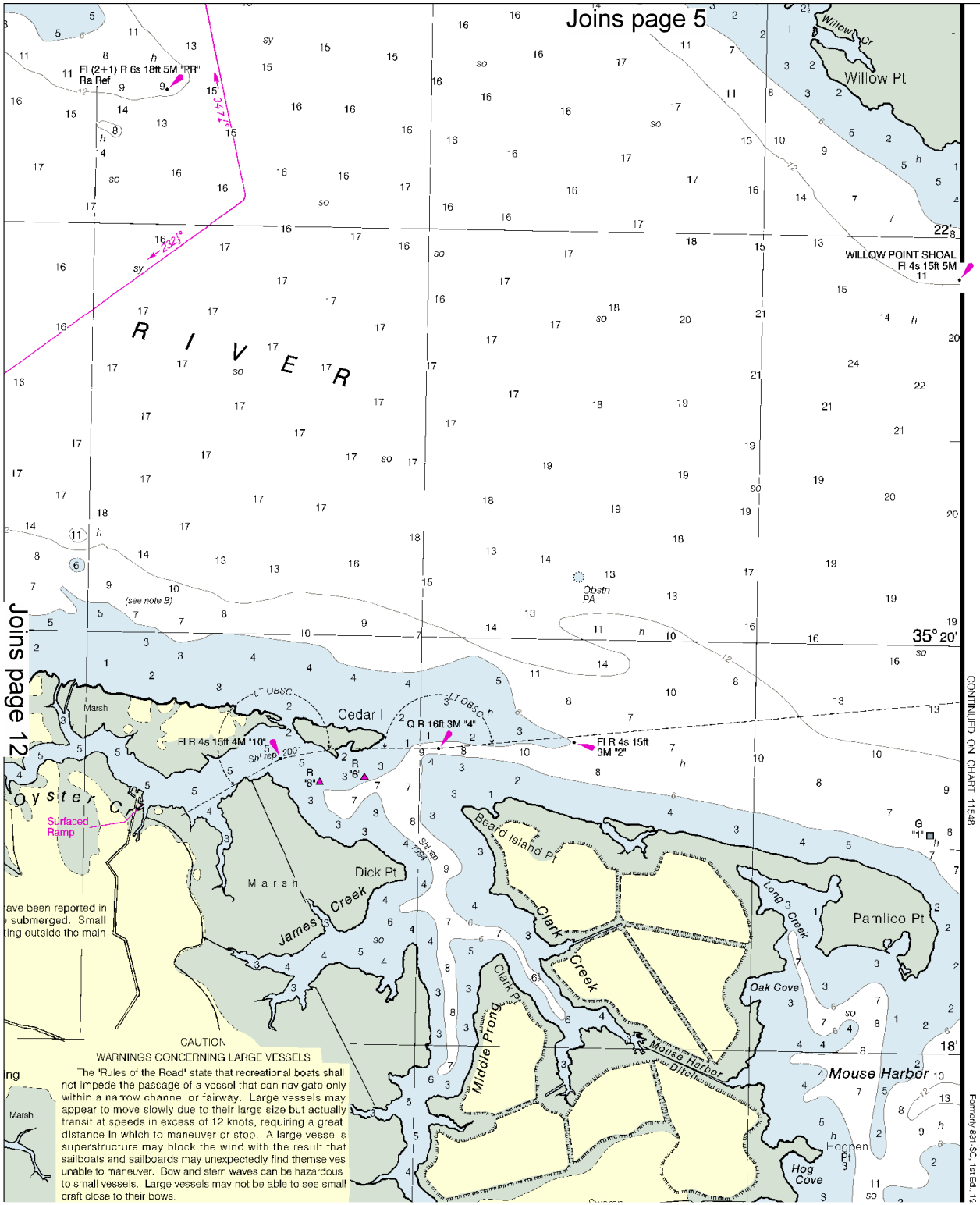
SIDE B

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Printed at reduced scale.

SCALE 1:40,000

Nautical Miles

Yards

See Note on page 5.

charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

HURRICANES AND TROPICAL STORMS

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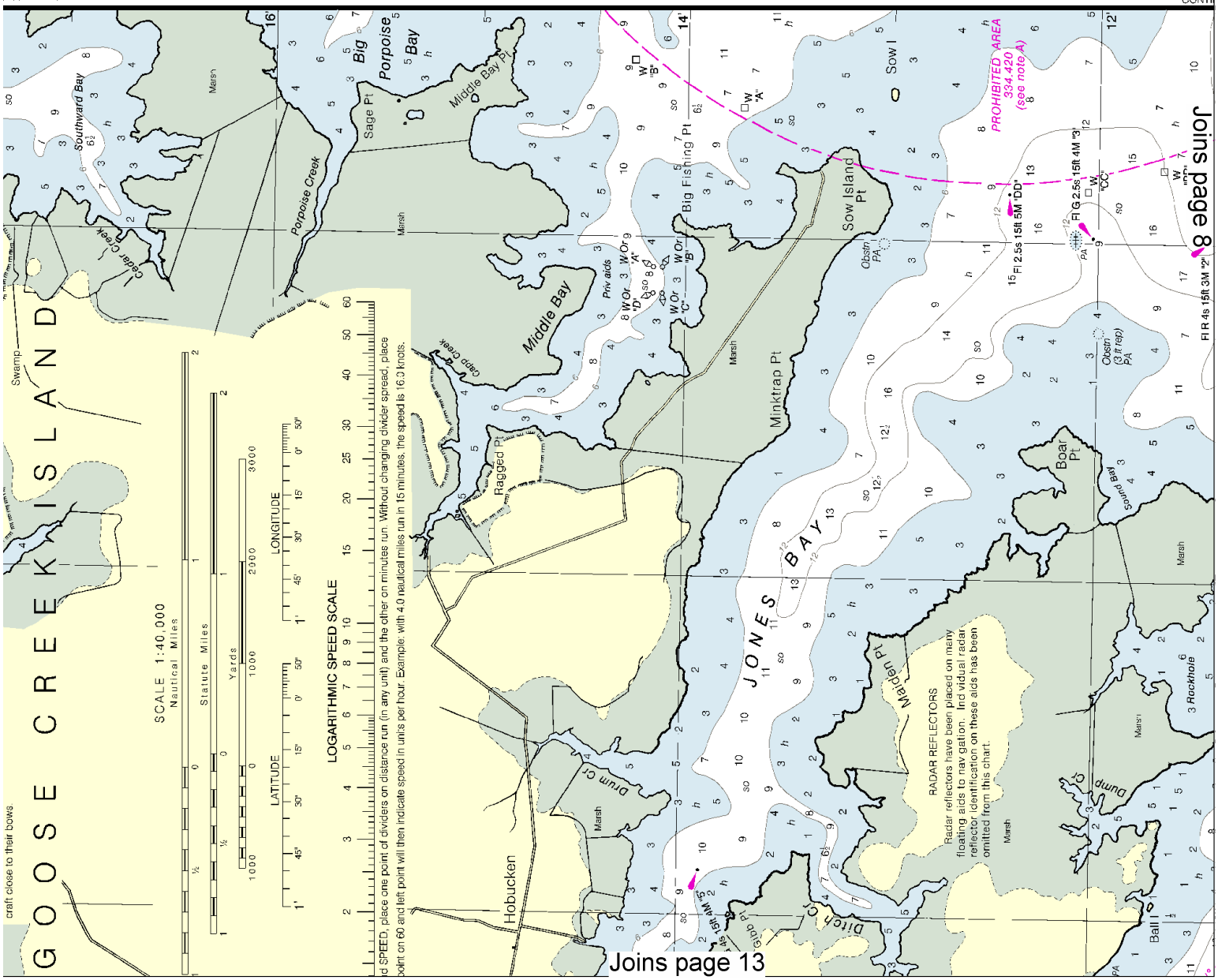
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NO	SMALL CRAFT FACILITY	DEPTHS: CHART SIDE	DEPTHS: APPROACH-FEET (REPORTED)	DEPTHS: ALONGSIDE-FEET (REPORTED)	SERVICES: BERTHS-MOORINGS (TRANSIENTS)	SERVICES: RAMP	SERVICES: REPAIRS	SERVICES: SURFACED-NATURAL	SERVICES: MARINE RAILWAY-FEET	SERVICES: HULL-MOTOR-RADIO	SERVICES: LIFT CAPACITY-TONS	SERVICES: BOAT RENTAL	SERVICES: CANOE-ROW-MOTOR-KAYAK	SERVICES: FOOD-LODGING-CAMPING	SERVICES: CHARTER-HOUSE-SAIL	SUPPLIES: TOILETS-SHOWERS-LAUNDRY	SUPPLIES: WINTER STORAGE WET-DRY	SUPPLIES: PUMP-OUT STATION	SUPPLIES: WATER-ICE	SUPPLIES: NAUTICAL CHART SALES	SUPPLIES: GROCERIES-HARDWARE	SUPPLIES: BAIT-TACKLE	SUPPLIES: DIESEL OIL-GASOLINE
4	RIVER FOREST MANOR & MARINA	B	9	9	B	E	S		HMR		40				FLC		TSLP	WD	C	WI	GH	BT	DG
11	ALLIGATOR RIVER MARINA	A	8	8	B	E	S		M						F	C	TSLP			WI	GH		DG
12	DOWRY CREEK MARINA	B	8	8	B	E			MR								TSLP	W	C	WI	G		DG

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

1963 KAPP 523



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,
NGA Weekly Notice to Mariners: 1010 3/6/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Portsmouth, VA 23704-5004, Tel. 804-398-6208 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF

/D	C	WI	GH	BT	DG
		WI	GH		DG
/	C	WI	G		DG

AND LEADERS.
ANNEL TO THE FACILITY.
G TANKS.

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NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Norfolk, VA	KHB-37	162.55	24 hours daily
New Bern, NC	KEC-84	162.40	24 hours daily
Cape Hatteras, NC	KIG-77	162.475	24 hours daily
Mamie, NC	WWH-26	162.425	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-EST	SPECIAL WAF
Hampton Roads, VA	NMN-80 (USCG)	2670 kHz	+ 8:33 AM & 9:03 PM	On receipt
Cape Hatteras, NC	NMN-13 (USCG)	2670 kHz	+ 8:03 AM & 8:33 PM	On receipt
Ft Macon, NC	NMN-37 (USCG)	2670 kHz	7:40 AM & 8:03 PM	*On receipt
				*On receipt

* Preceded by announcement on 2182 kHz and 156.8 MHz
+ Broadcast one hour later during Daylight Saving Time
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

ACKNOWLEDGMENT

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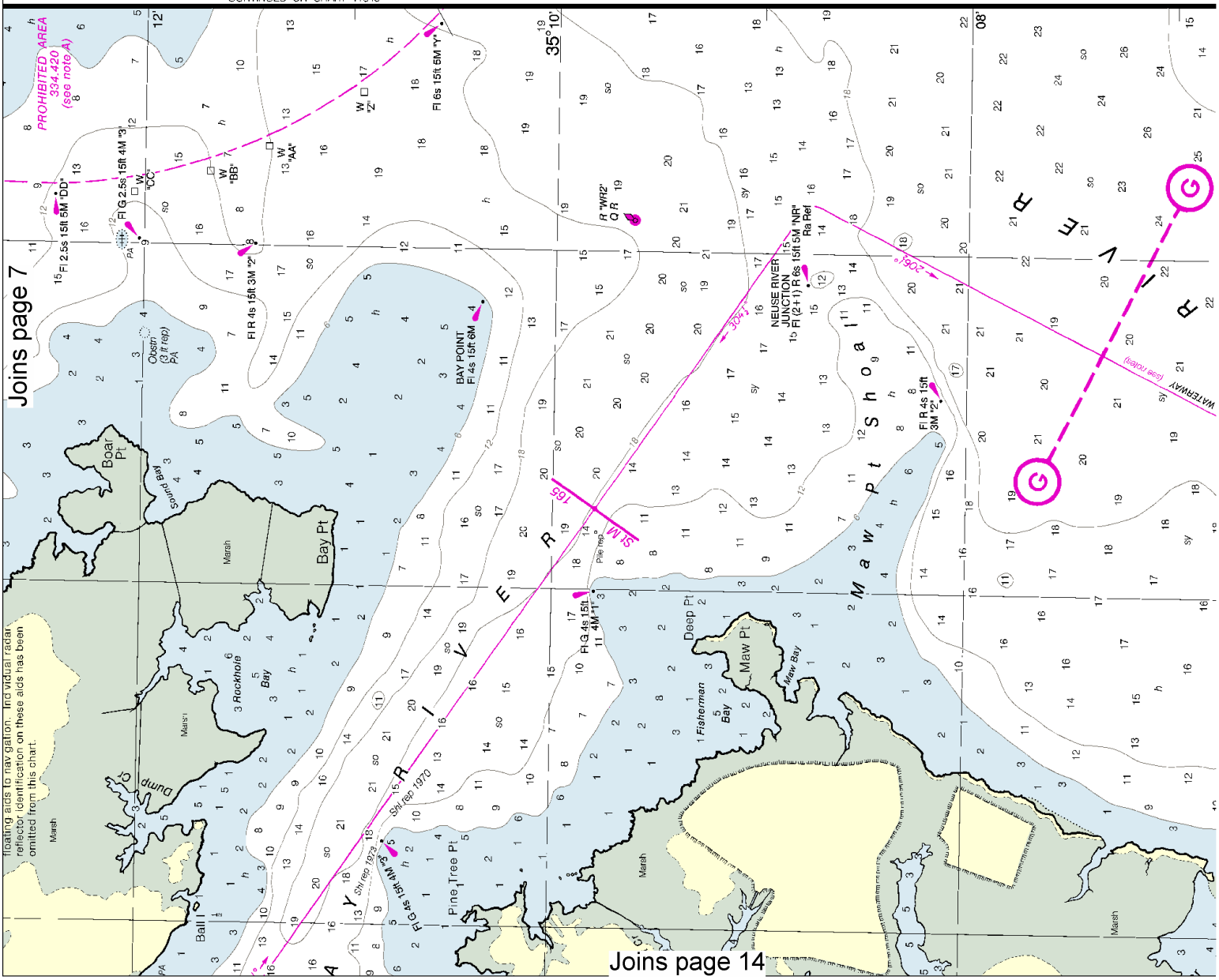
CONTINUED ON CHART 11548



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

F Fixed
Fl flashing
MICRO TR microwave tower
Mkr marker
R red
Ra Ref radar reflector
R Bn radiobeacon
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blcs boulders	Co coral	gy gray	Oys oysters	so soft	
bk broken	G gravel	h hard	Rk rock	Sh shells	
Cy clay	Grs grass	M mud	S sand	sy sticky	

Miscellaneous:

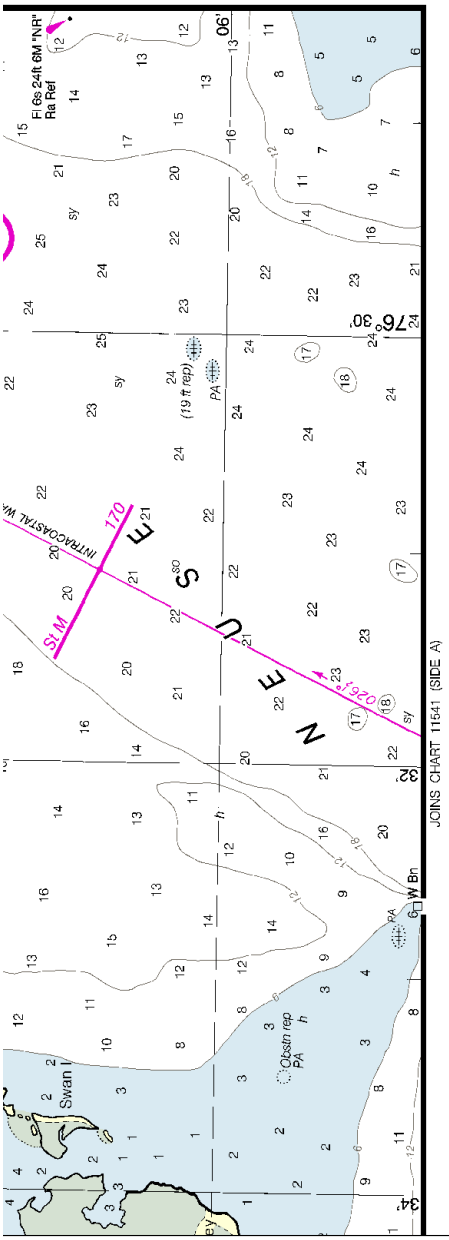
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

ARNING

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.595" northward and 1.269" eastward to agree with this chart.



HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

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CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges

Joins page 15

NORTH CAROLINA

ALBEMARLE SOUND TO NEUSE RIVER

Chart 11553 29th Ed., Aug. /06 ■
Corrected through NM Aug. 5/06, LNM Aug. 1/06

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Mercator Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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WARNING

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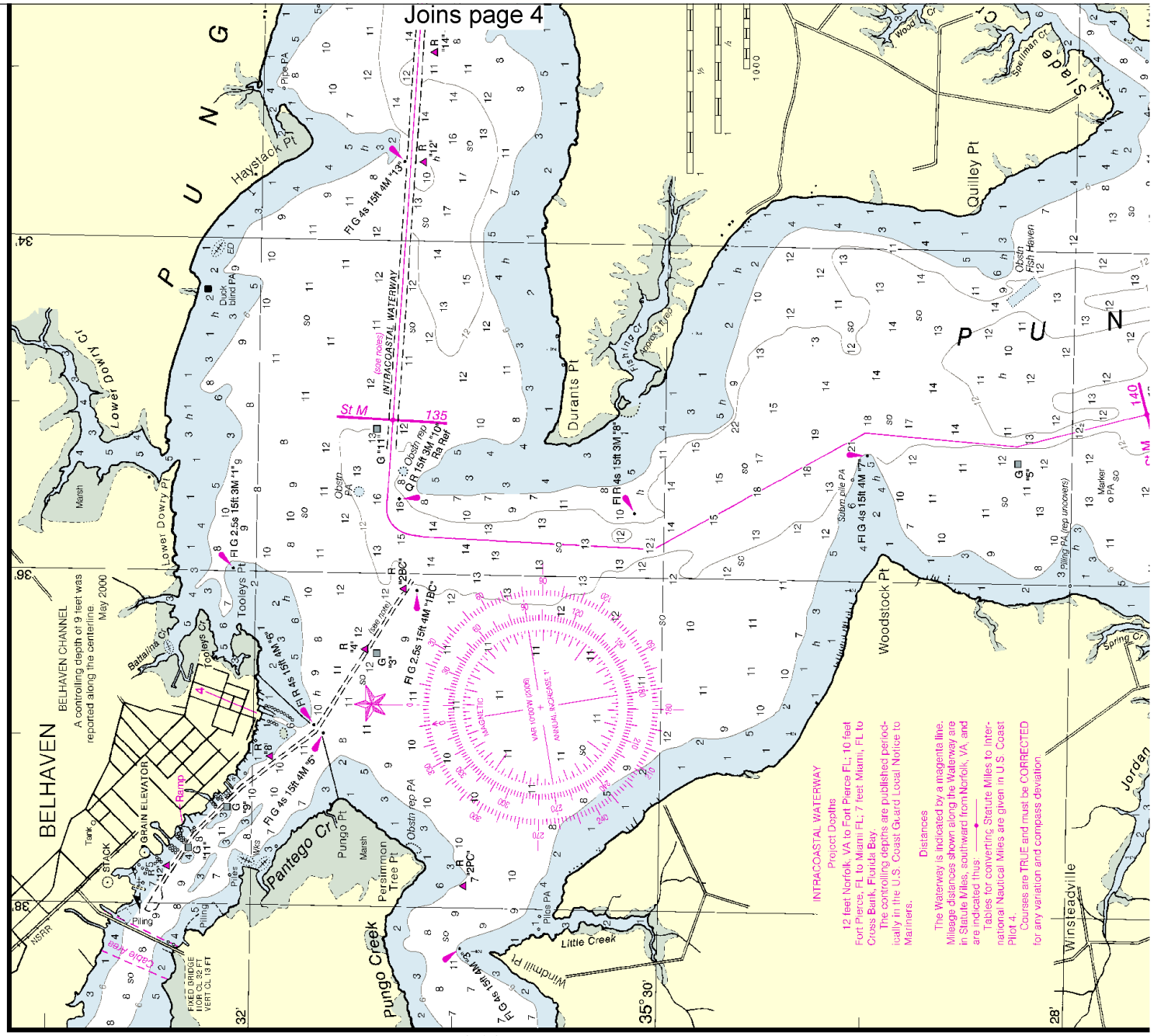
SIDE B

SIDE B



11553 29th Ed., Aug. /06; Corrected through NM Aug. 5/06, LNM Aug. 1/06 JOINS CHART 11554

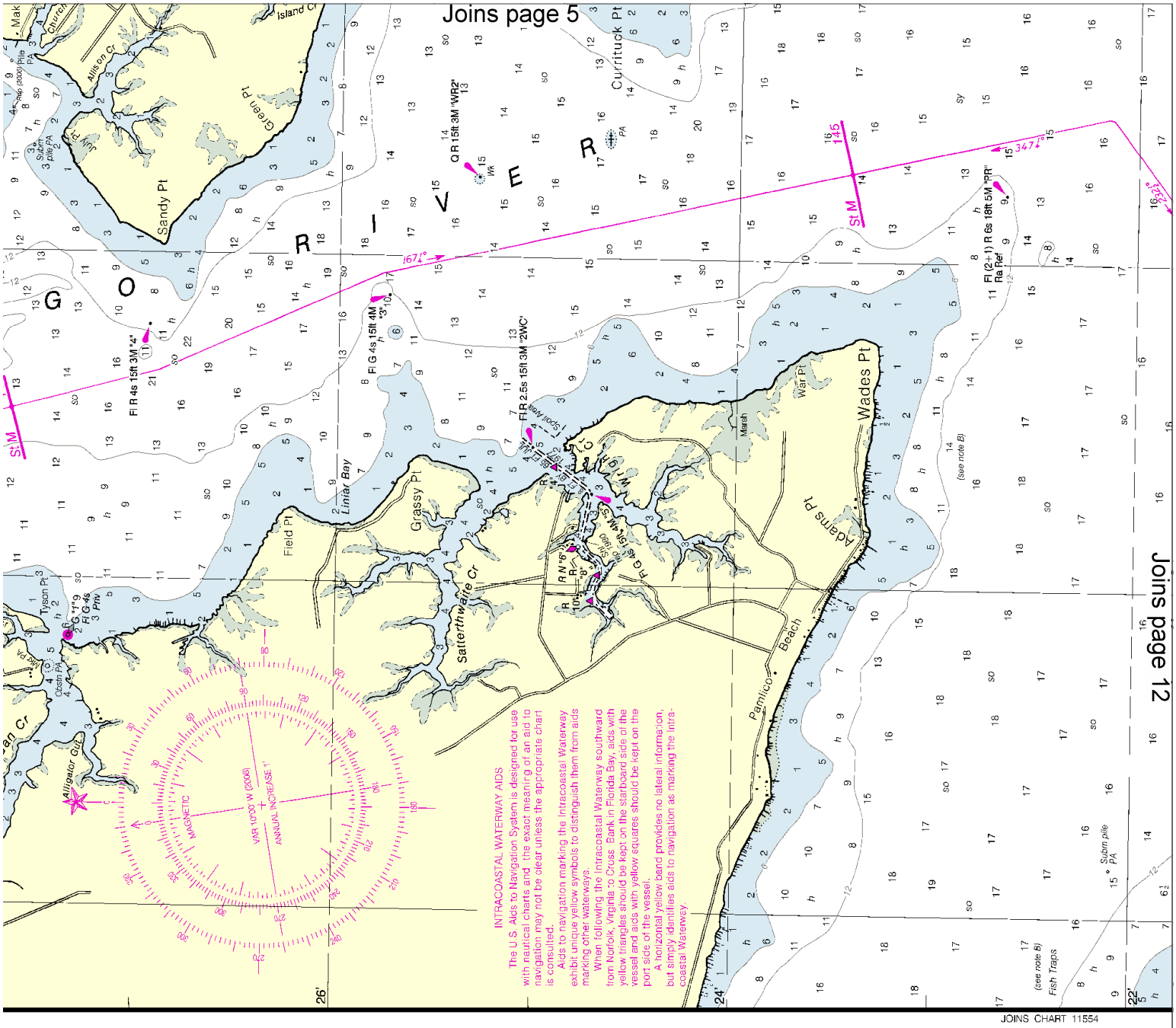
Joins page 16

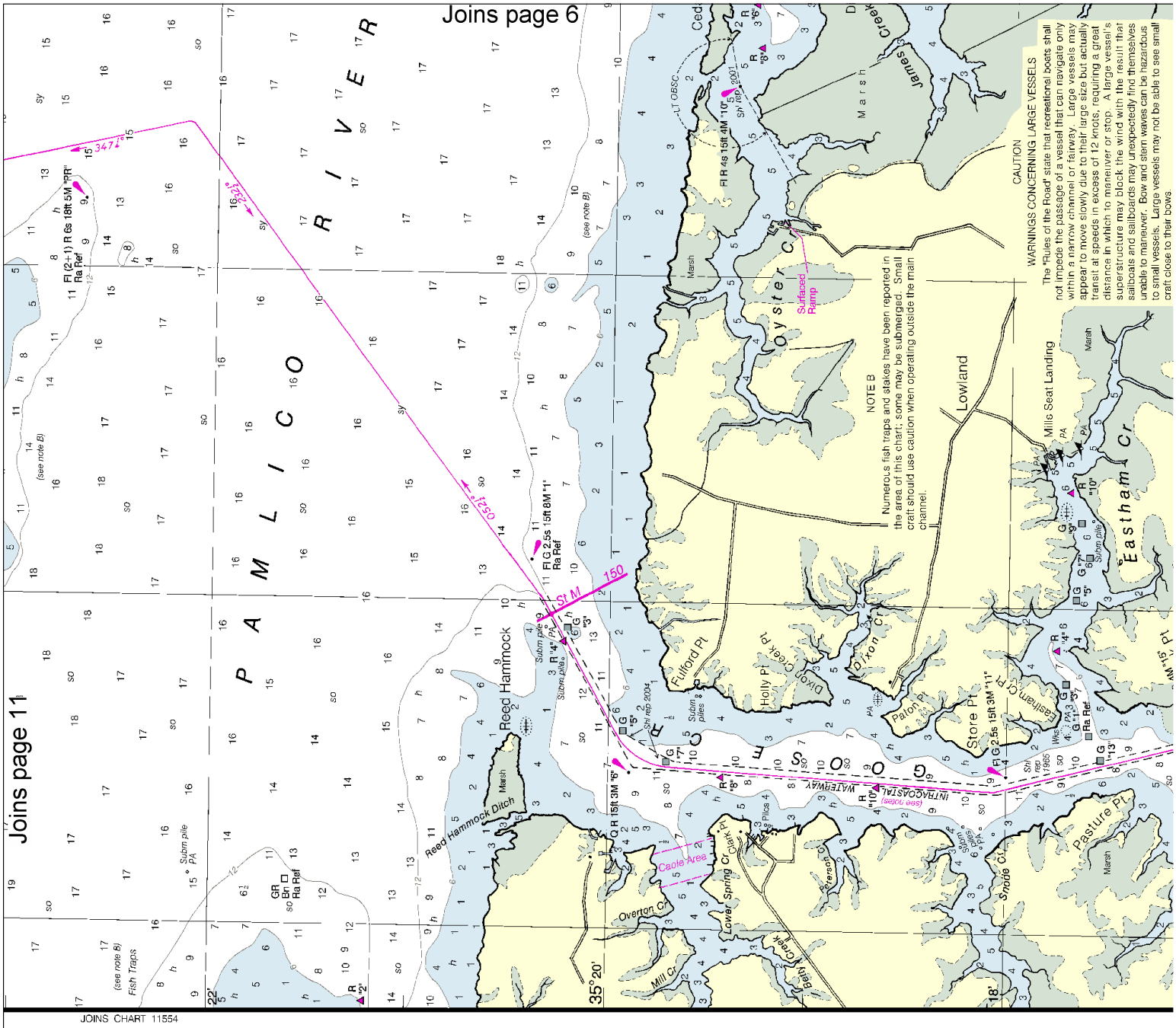
10

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

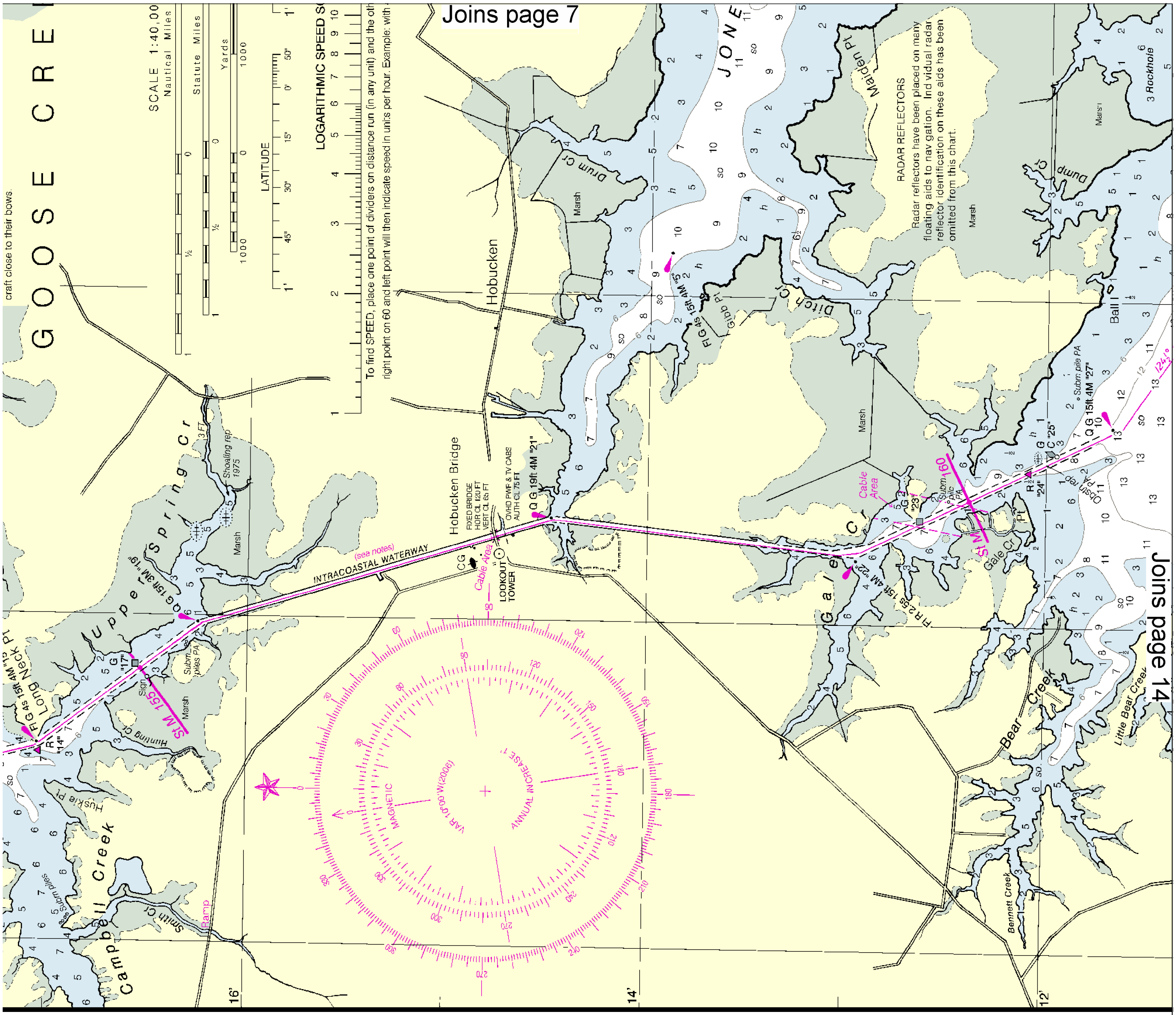

Joins page 5
Joins page 12
Joins page 17
JOINS CHART 11554
INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway southward from Norfolk, Virginia to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.
Sandy Pt
Green Pt
Currituck Pt
Wades Pt
War Pt
Marsh
Adams Pt
Liniar Bay
Grassy Pt
Field Pt
Satterthwaite Cr
Tyson Pt
Alligator Gut
Pamlico Beach
Fish Traps
Fl R 4s 15ft 3M "4"
Fl G 4s 15ft 4M "3"
Q R 15ft 3M "WR2"
Fl R 2.5s 15ft 3M "2WC"
Fl G 4s 15ft 3M "1"
Fl (2+1) R 6s 16ft 5M "PR"
St M
167½°
347½°
MAGNETIC
VAR 10°00' W (2006)
ANNUAL INCREASE 1'



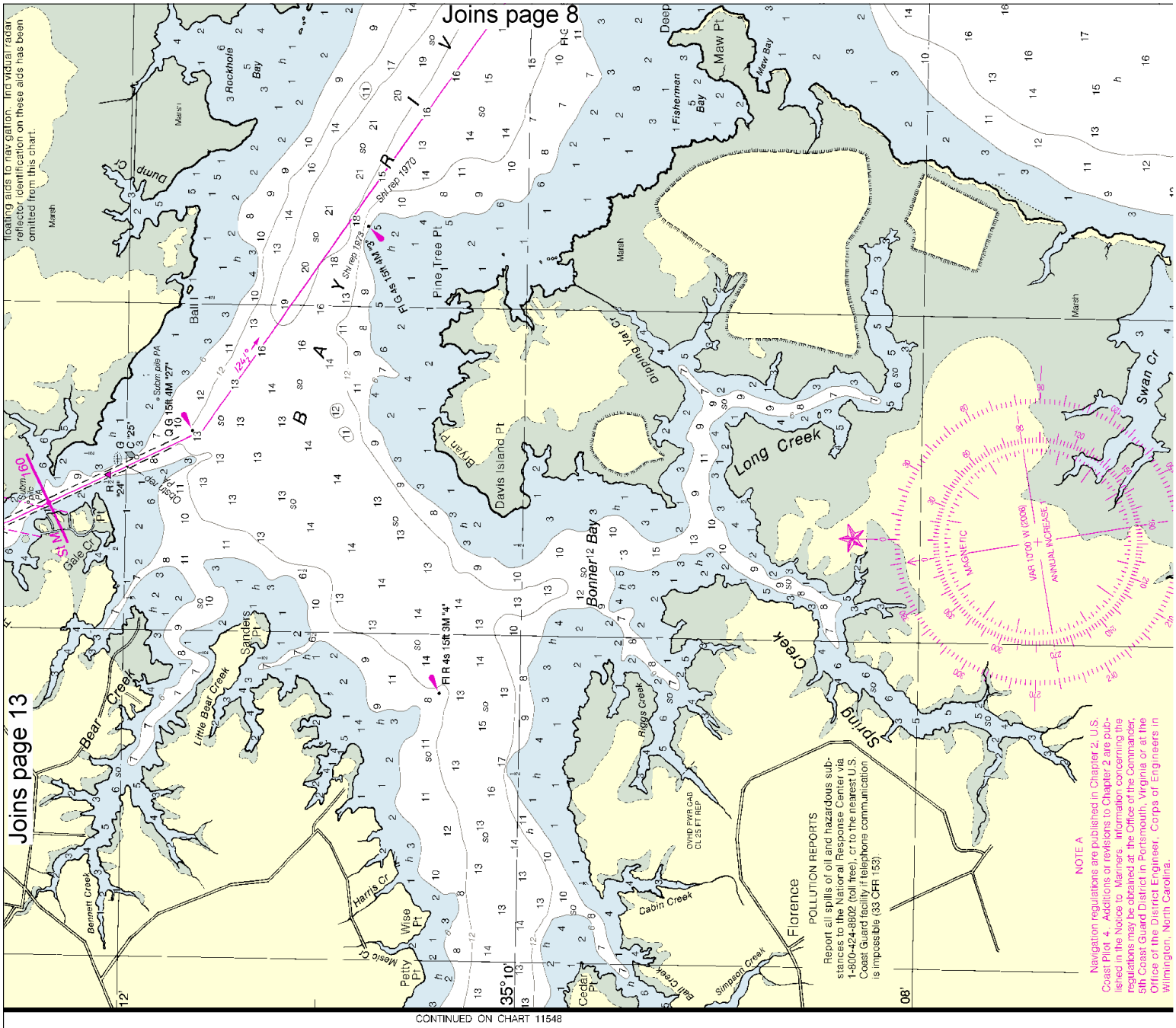
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



Joins page 19



Joins page 20

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

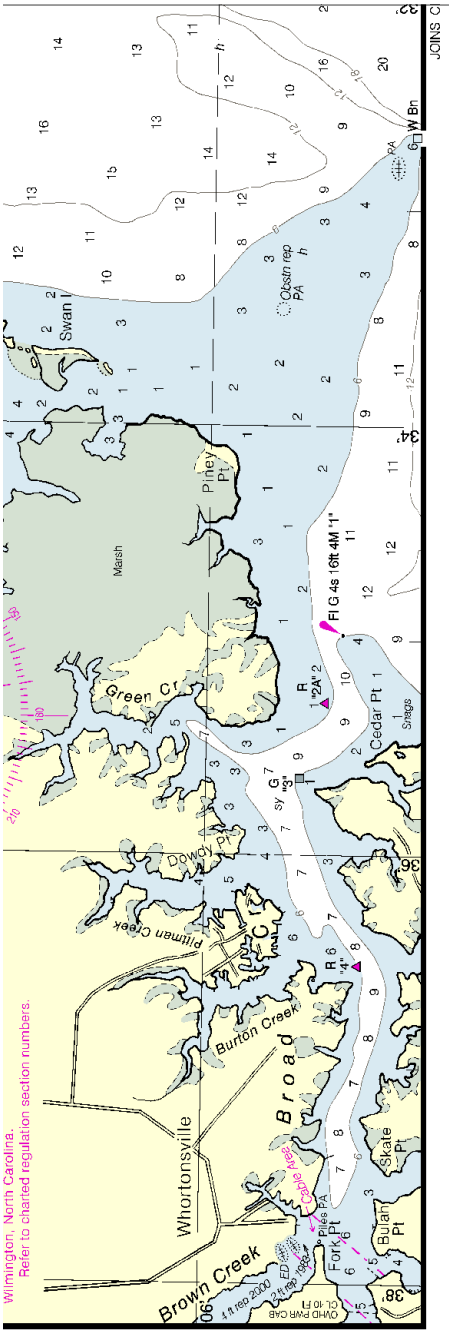
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9



HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

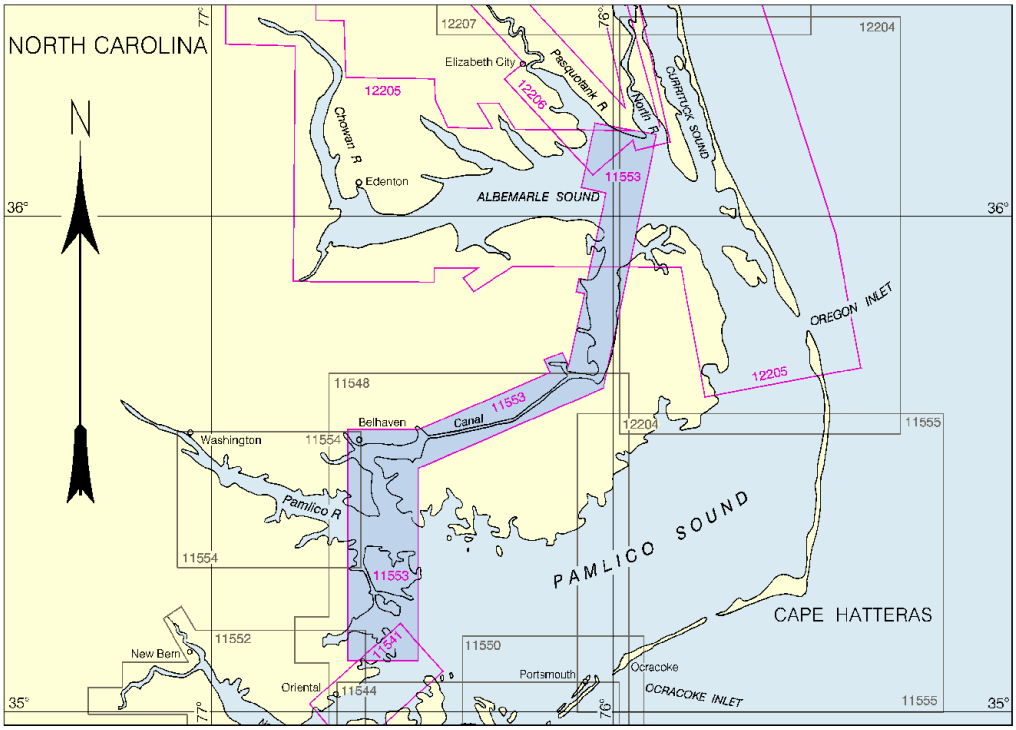
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SIDE B

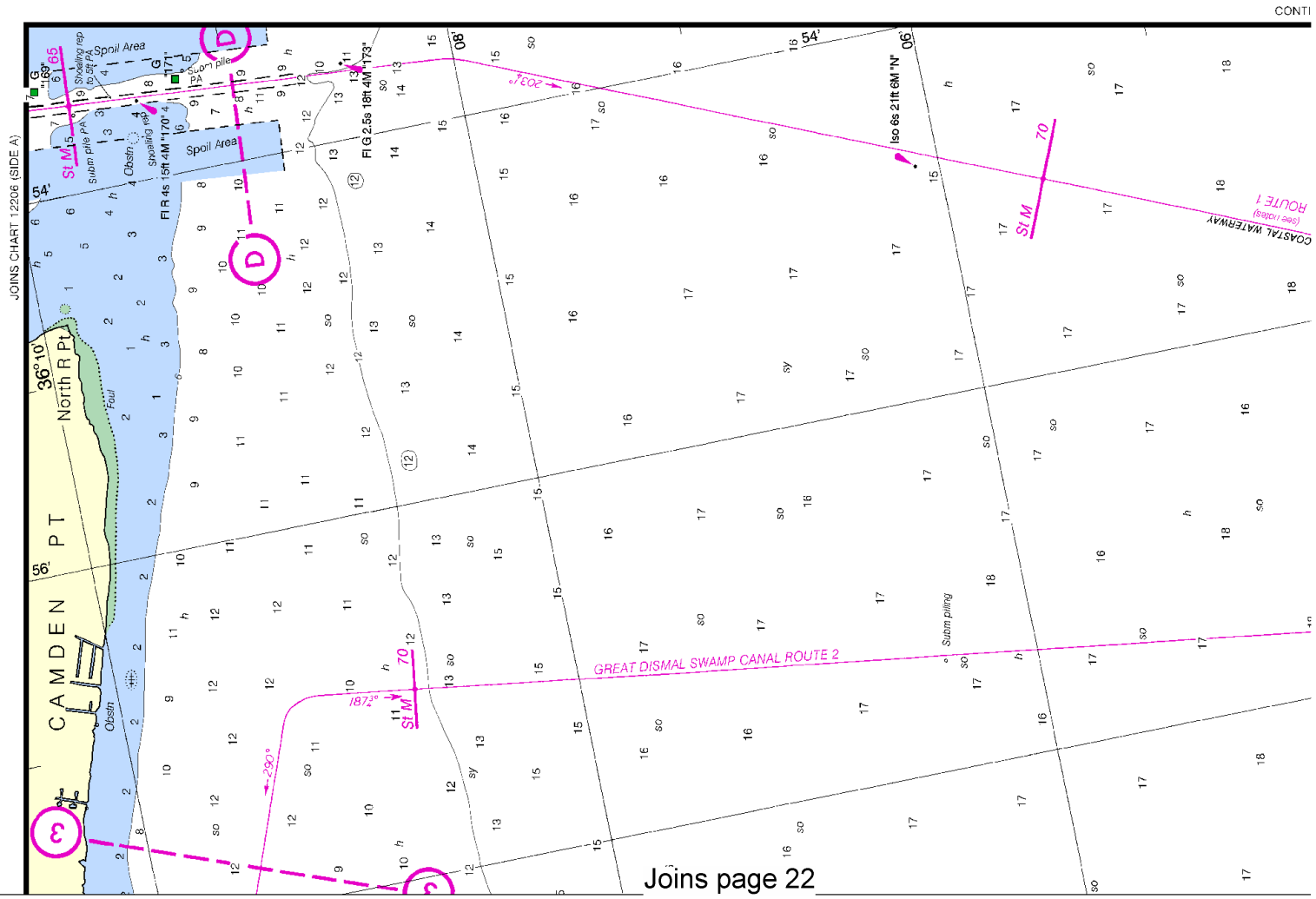
NSN 7642014010279
NGA REFERENCE NO. 11XHA11553

ED. NO. 29



Joins page 21

Joins page 10



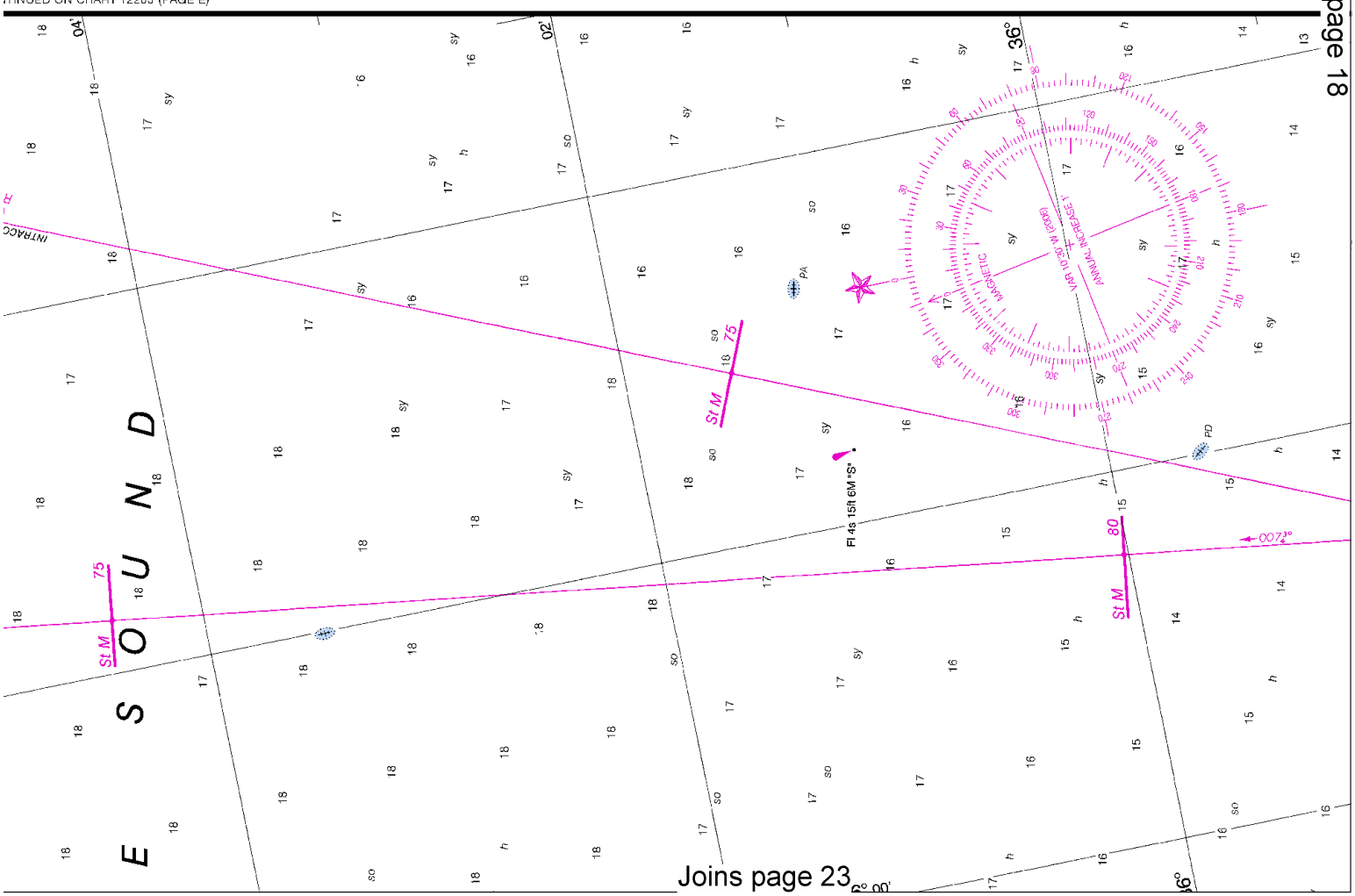
Joins page 22

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Joins page 11



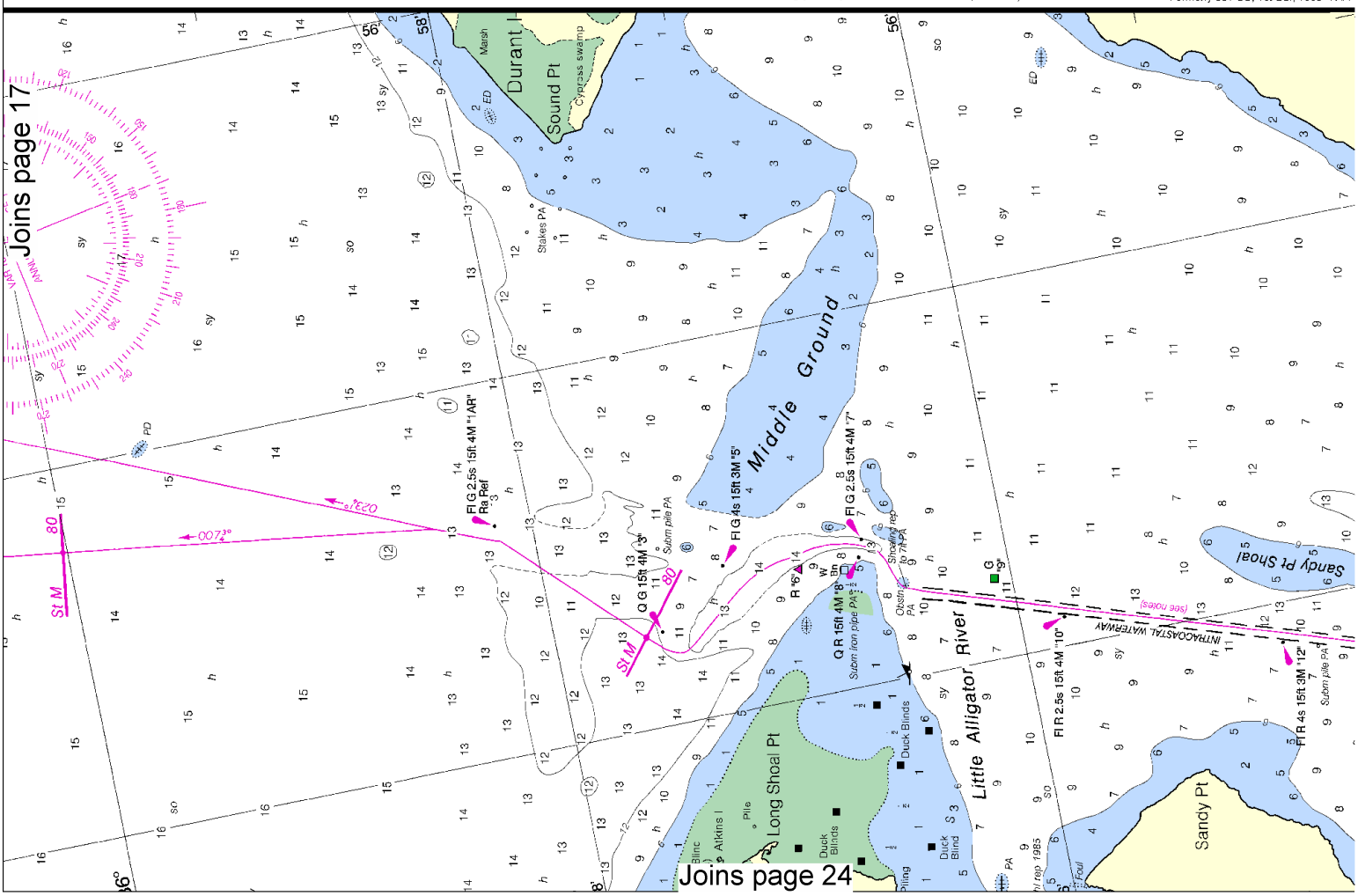
Joins page 18

Joins page 23

Joins page 12

CONTINUED ON CHART 12205 (PAGE E)

Formerly 831-SC, 1st Ed., 1983 KAPP



Joins page 17

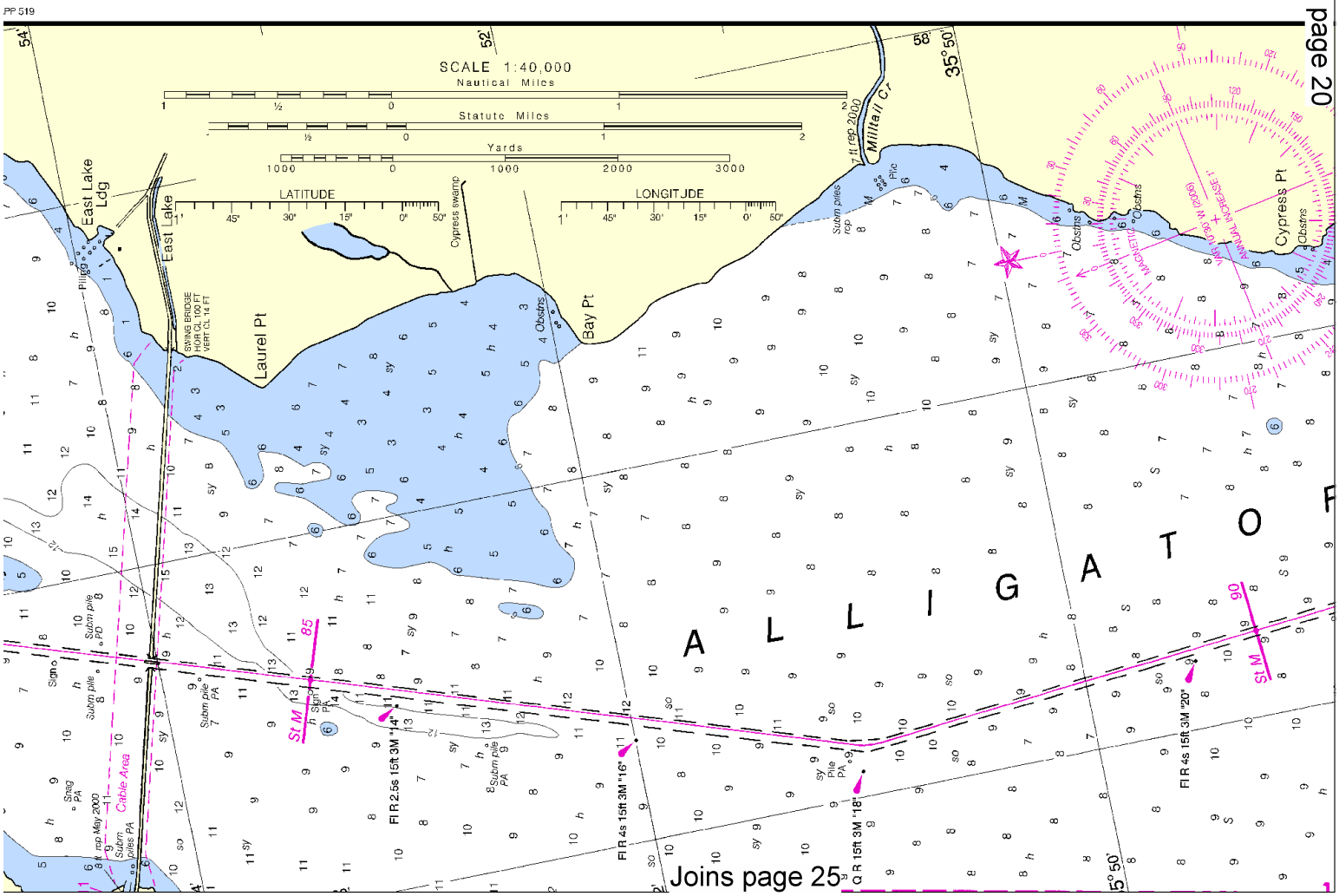
Joins page 24

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

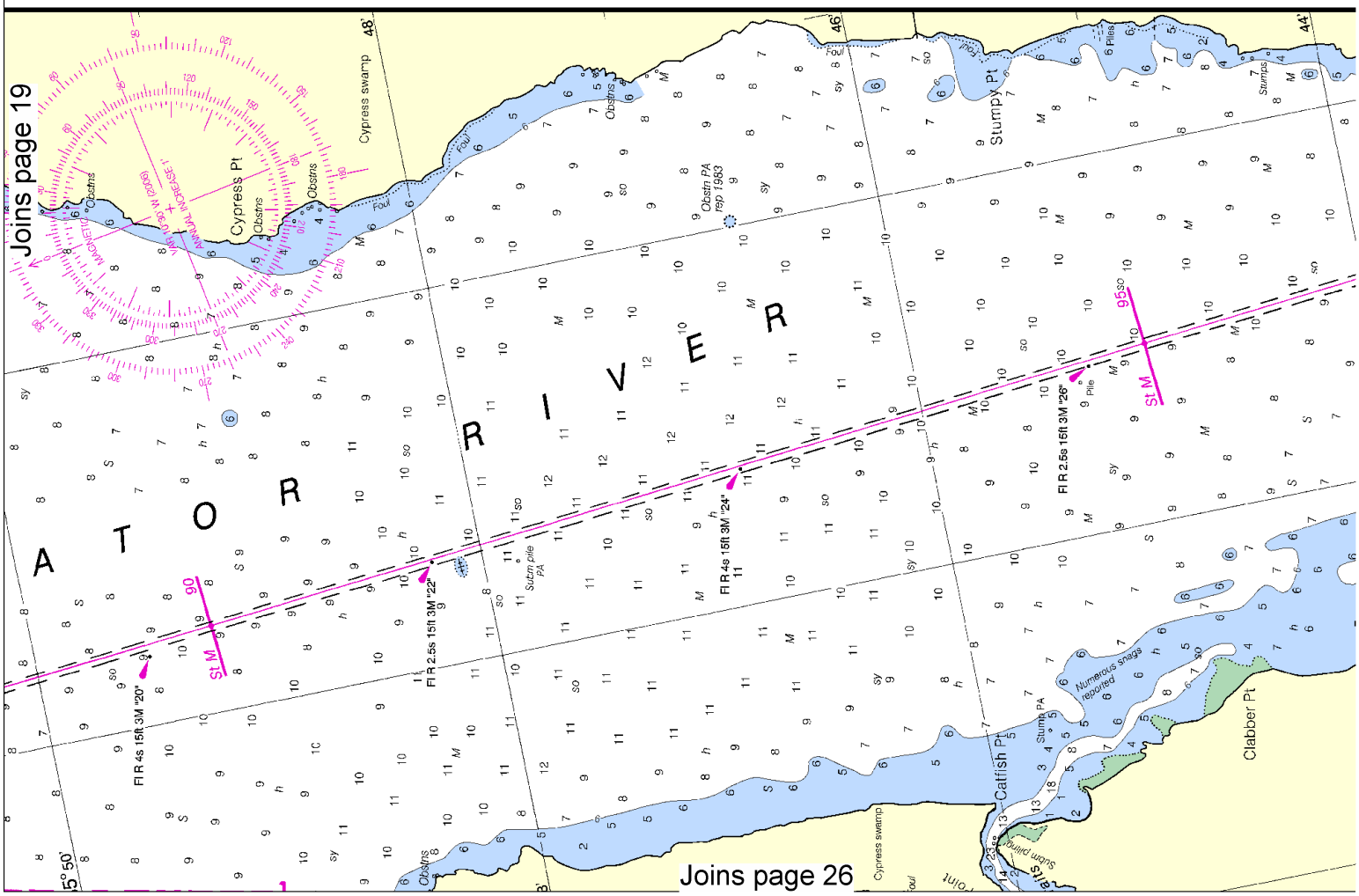
Joins page 13



Joins page 25

Joins page 20

Joins page 14

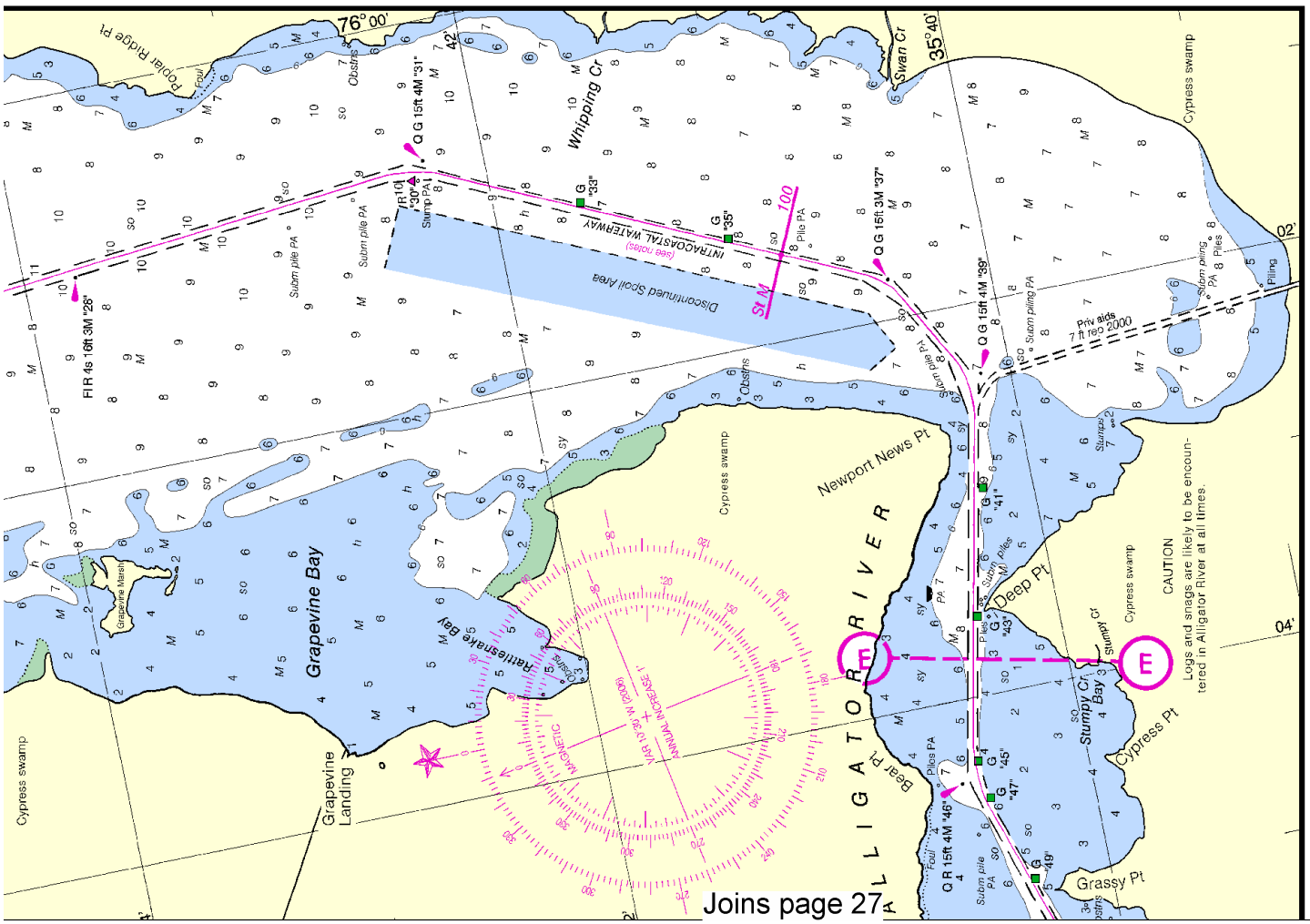


Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

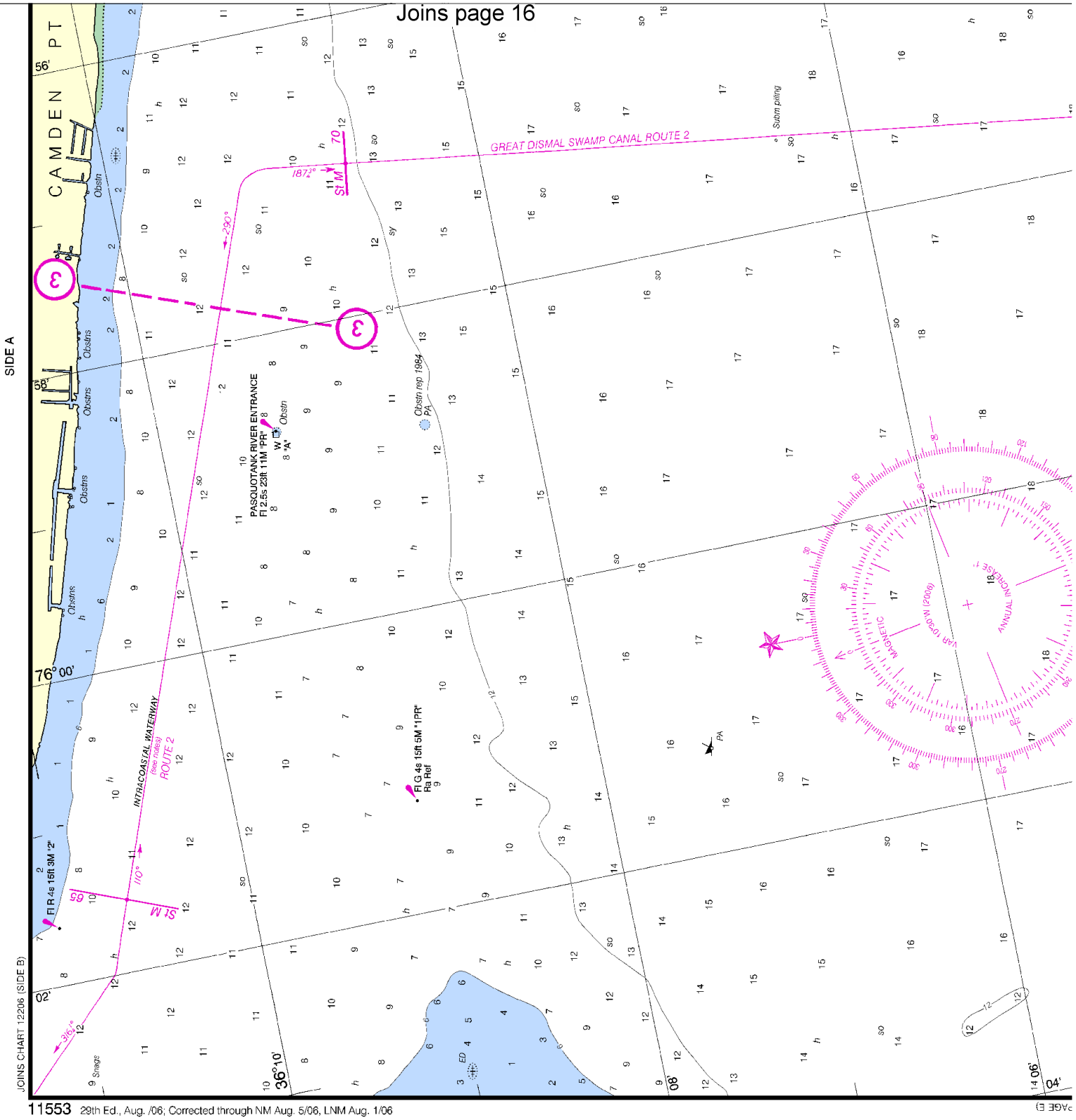
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 15



Joins page 16



JOINS CHART 12206 (SIDE B)

SIDE A

11553 29th Ed., Aug. /06; Corrected through NM Aug. 5/06, LNM Aug. 1/06

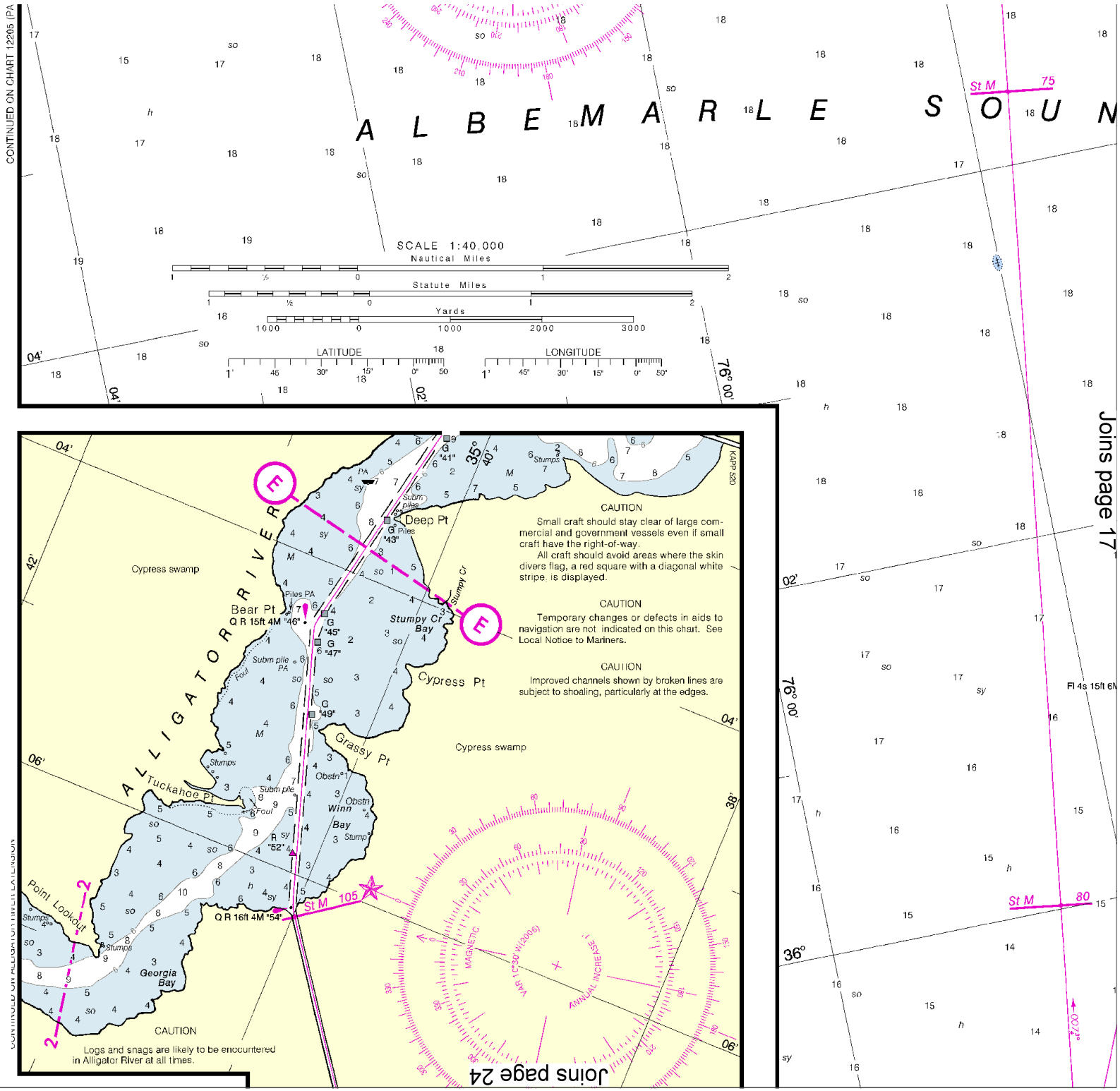
PAGE 3

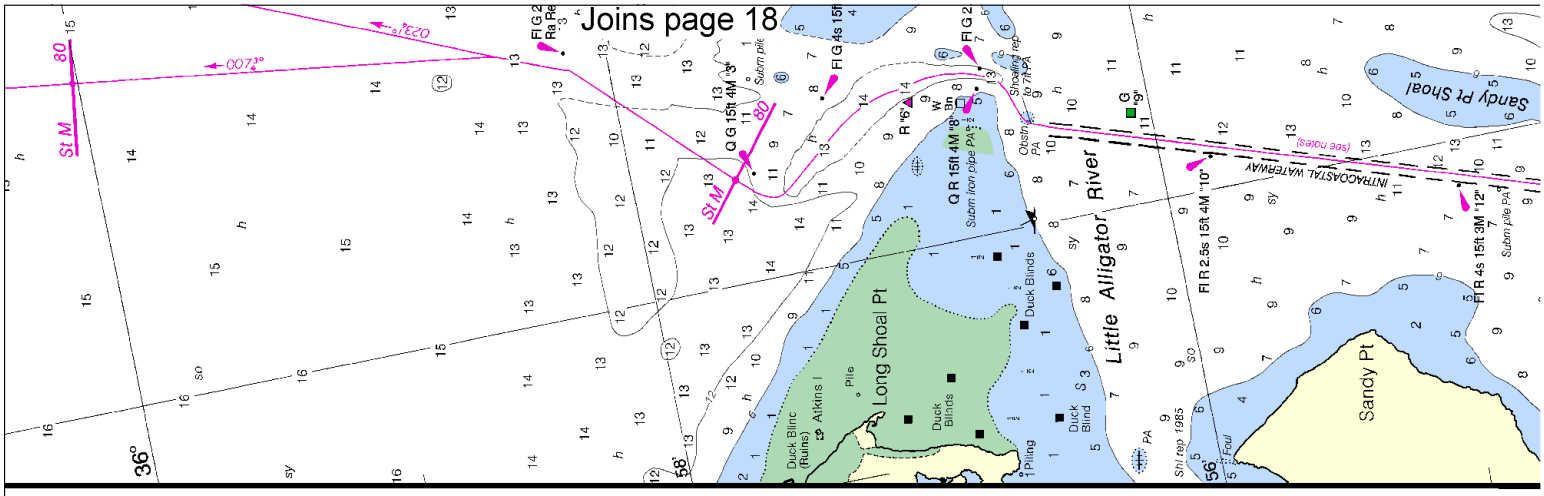
22

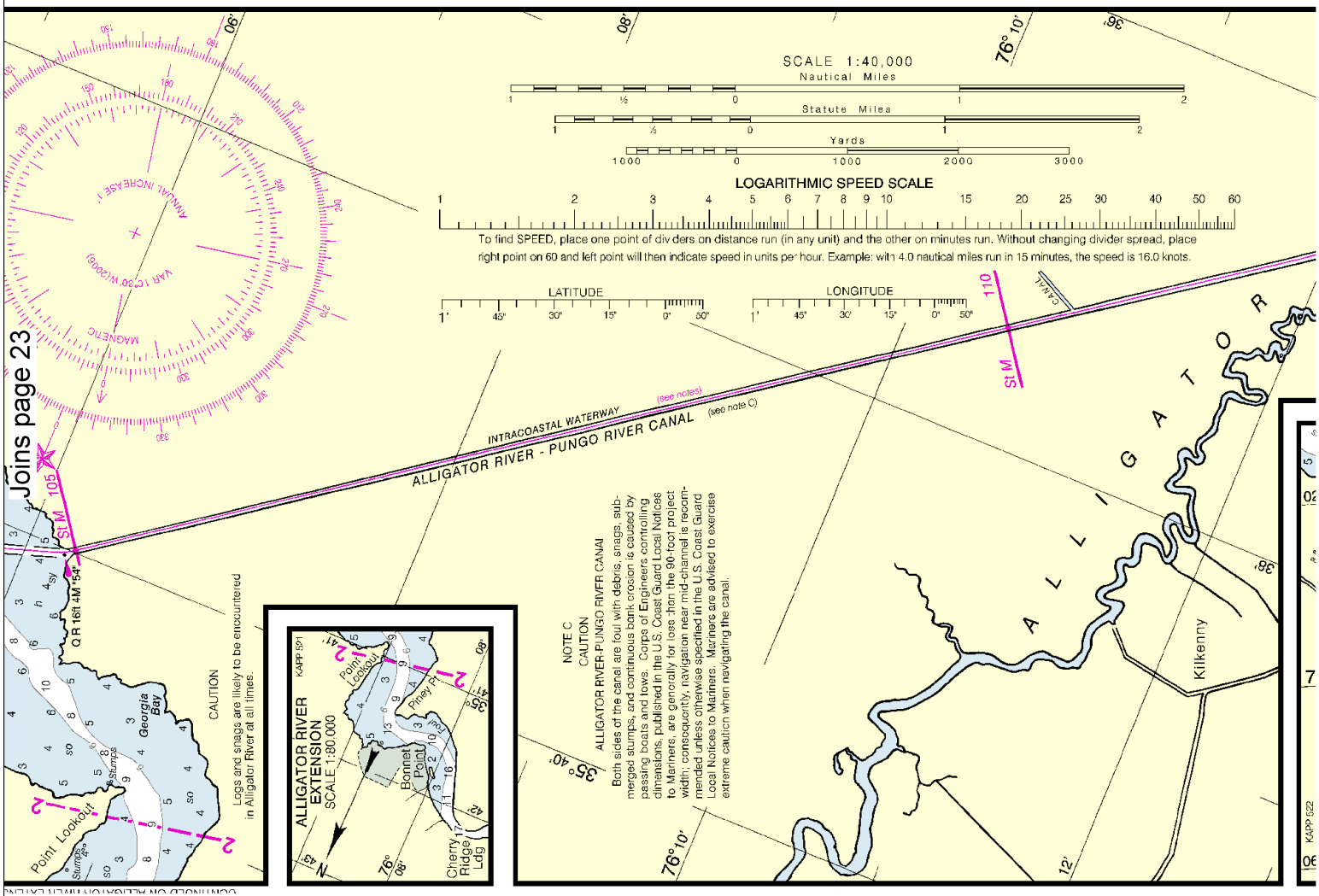
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000


CONTINUED ON CHART 12205 (PA
ALBEMARLE SOUN
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
LATITUDE
LONGITUDE
St M 75
St M 80
76° 00'
Joins page 17
ALLIGATOR RIVER
Deep Pt
Bear Pt
Q R 15ft 4M "46"
Stumpy Cr Bay
Cypress Pt
Grassy Pt
Tuckahoe Pt
Point Lookout
Winn Bay
Georgia Bay
Cypress swamp
Q R 16ft 4M "54"
St M 105
CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
CAUTION
Logs and snags are likely to be encountered in Alligator River at all times.
Joins page 24

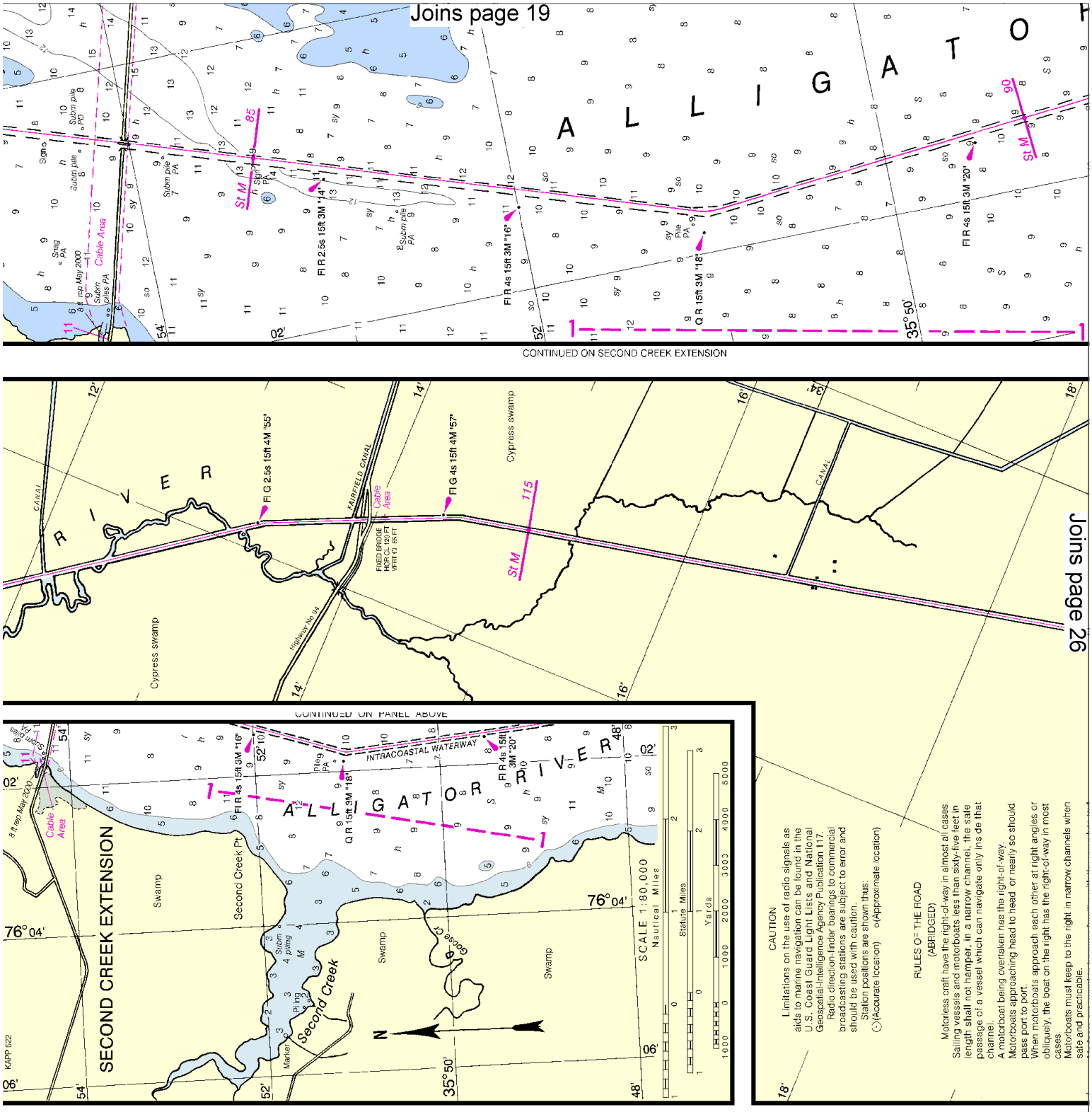


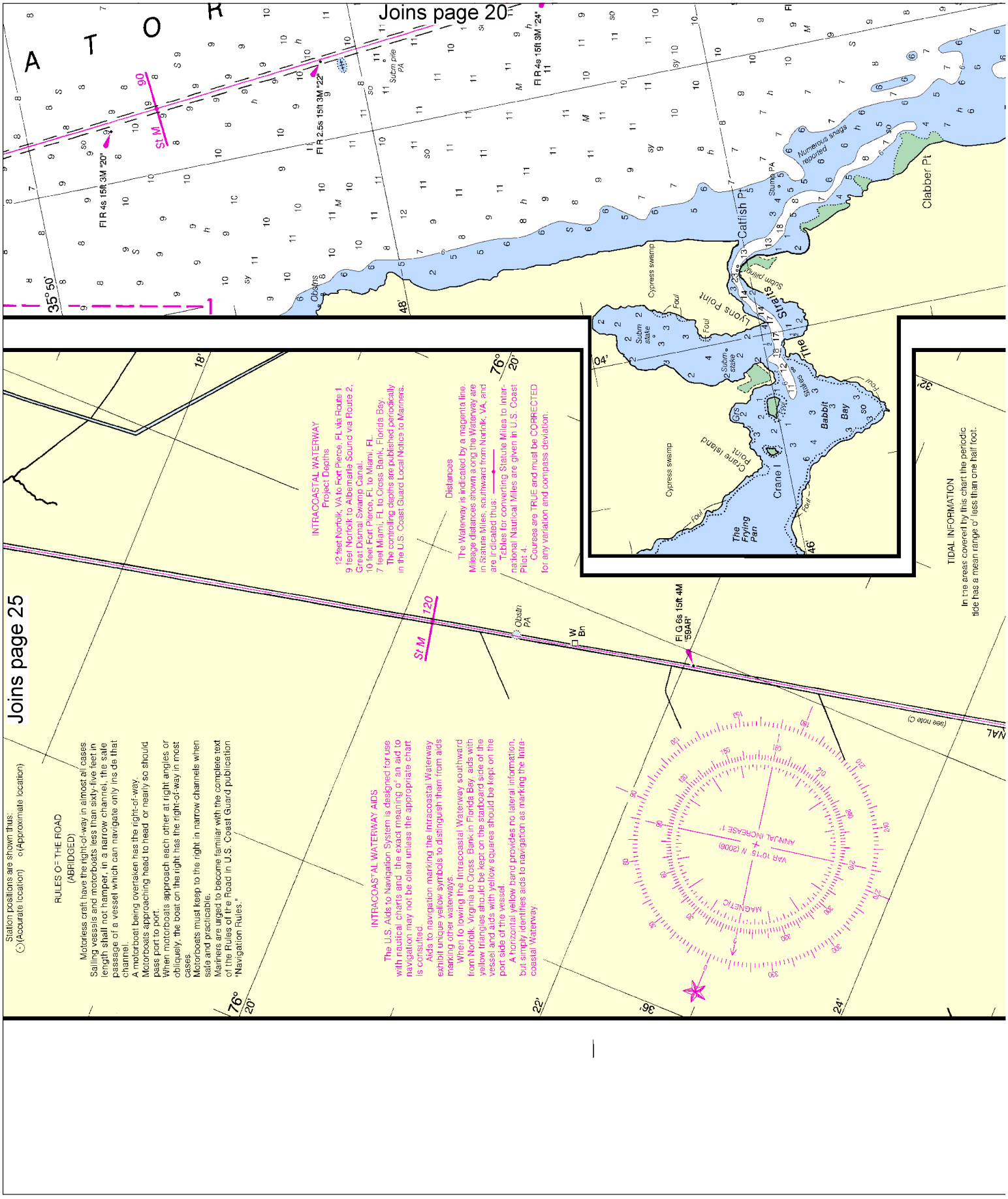


Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 19
ALLIGATOR
RIVER
CANAL
Cable Area
FAIRFIELD CANAL
Fl G 2.5s 15ft 4M "55"
Fl G 4s 15ft 4M "57"
Fl R 2.5s 15ft 3M "14"
Fl R 4s 15ft 3M "16"
Q R 15ft 3M "18"
Fl R 4s 15ft 3M "20"
St M 85
St M 90
St M 115
Cypress swamp
Highway No 94
FIXED BRIDGE HOR CL 120 FT VERT CL 65 FT
CONTINUED ON SECOND CREEK EXTENSION
CONTINUED ON PANEL ABOVE
Joins page 26
SECOND CREEK EXTENSION
INTRACOASTAL WATERWAY
Second Creek Pt
Second Creek
Goose Cr
Swamp
Pile
Subm piling
Marker
8 ft rep May 2000
KAPP 522
76° 04'
35° 50'
SCALE 1:80,000
Nautical Miles
Statute Miles
Yards
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)
RULES OF THE ROAD
(ABRIDGED)
Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only ins de that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.

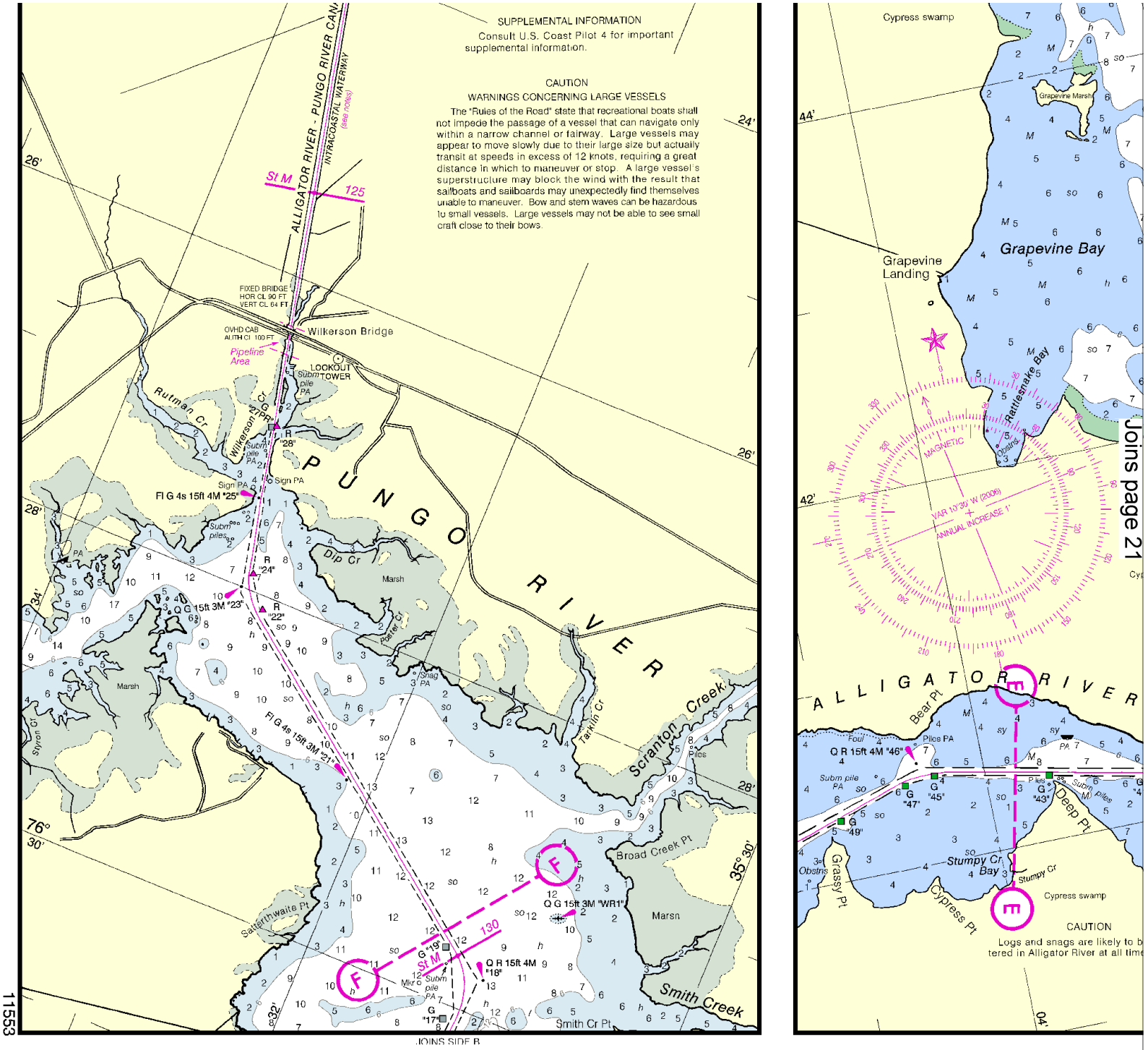


Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.
CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stem waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.
ALLIGATOR RIVER - PUNGO RIVER CANAL
INTRACOASTAL WATERWAY
(see chart)
St M
125
FIXED BRIDGE
HOR CL 90 FT
VERT CL 64 FT
OVHD CAB
AUTH CL 100 FT
Wilkerson Bridge
Pipeline Area
LOOKOUT TOWER
Subm pile PA
Rutman Cr
Wilkerson Cr
"27"
R "28"
Sign PA
Fl G 4s 15ft 4M "25"
Subm piles
R "24"
Q G 15ft 3M "23"
R "22"
Dip Cr
Marsh
Porter Cr
Styron Cr
Fl G 4s 15ft 3M "21"
Tarkiln Cr
Scranton Creek
Piles
Broad Creek Pt
Q G 15ft 3M "WR1"
Marsh
Saltenthwaite Pt
G "19"
St M
130
Q R 15ft 4M "18"
Subm pile PA
G "17"
Smith Creek
Smith Cr Pt
PUNGO RIVER
26'
24'
28'
34'
32'
76° 30'
35° 30'
11553
JOINS SIDE B
Cypress swamp
Grapevine Marsh
44'
Grapevine Bay
Grapevine Landing
Rattlesnake Bay
MAGNETIC
VAR 10°30' W (2006)
+ ANNUAL INCREASE 1°
42'
ALLIGATOR RIVER
Bear Pt
Foul
Piles PA
Q R 15ft 4M "46"
Subm pile PA
G "47"
G "45"
G "43"
G "49"
Deep Pt
Subm piles
Grassy Pt
Stumpy Cr Bay
Stumpy Cr
Cypress Pt
Cypress swamp
CAUTION
Logs and snags are likely to b
tered in Alligator River at all time
Joins page 21
SIDE A

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Ocracoke – 919-928-3711/4731
Coast Guard Hobucken – 919-745-3132
Coast Guard Hatteras Inlet – 919-986-2175/2176
Coast Guard Search & Rescue – 800-418-7314/410-576-2525
NC Wildlife Resources Comm – 800-662-7137

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.